

the above will give you a fair idea of poetry. That same evening I had a talk with Sitting-Bull, and told him that my daughter at Standing Rock was made a poet, instead of being in iron. He inquired about Gull, Low-Dog, Crow, Black-Moon and many others, and I told him how fat and jolly they were. He laughed quite heartily. Mr. Legare was the first time he had condescended to laugh since he had crossed the line. He had made up my mind that he should again cross the line until he had visited before, and if he would not come in

Brickmakers on Strike.
CINCINNATI, August 11.—This for two hundred brickmakers, the employ thirty-two firms, struck for fifty cent day higher wage.

Annual Rise of the Nile.
CAIRO, August 11.—The height of the is thirteen cubits and twenty-three 1/2. At the same time last year its high nineteen gubits and four kerats.

This work is finished it will give the South Pacific a line through to within a few miles of Galveston, Texas, and one hundred miles of New Orleans, where connection with the Morgan Road will probably be made. Crocker thought that the plan of consolidation between the Union Pacific, the Atchafalaya and Topeka and Texas Pacific railways, recently telegraphed, was possible, but said it was improbable. If the plan is actually to be carried out, the Southern Pacific and Central Pacific were prepared for such a contingency to have arisen, should such a programme be successfully carried out.

Hanging Too Good for Them.
New York Tribune.

O'Donovan Rossa thinks that there may be something in Crowe's assertion that it was not safe to travel in British steamships after September 1st. If there is really a plot on foot to blow up English vessels with infernal machines and sacrifice the lives of their passengers and crews, hanging is a mild a punishment for the mercantile concern in the dastardly and inhuman work.

nothing compared to the great
breath affected by it. Taking into
account the already harvested crops
and the almost unerring indications as
to the crops yet to mature, there has been
such failure of crops since 1854. The re-
sult of so general a failure cannot be other
wise than depressing and disastrous upon
the entire business interests of the country.
All branches of business must be more or
less affected by it. Already the merchants
are talking about shortening their fall stocks.
Men cannot buy without money, and without
money, and crops reduced to half, where an

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